

**AMENDMENTS TO THE SPECIFICATION**

Please replace paragraph [0043] on page 16 with the following rewritten paragraph:

[0043] Figs. 2A and 2B are perspective views of a form of the cask during transport. Fig. 3 is an explanatory view of an example of transporting the cask by train. As shown in Figs. 2A and 2B, at the time of transporting the cask 1, cask buffer bodies (hereinafter, “buffer bodies”) 6 are attached to both ends of the cask 1, respectively, so as to prevent possible falling, collision or the like during the transport. If the cask 1 is transported by train, the cask 1 having the buffer bodies 6 attached to the respective ends thereof is mounted on a transport stand 9 and installed in a dedicated freight car [[50]]. The cask 1 is transported with trunnions 8 provided at the cask 1 fixed to the transport stand 9. As the buffer bodies 6, buffer bodies having each square corner formed into a circular arc as shown in Fig. 2A are used. Alternatively, as shown in Fig. 2B, circular buffer bodies 6’ are used. Furthermore, buffer bodies of various shapes can be used according to specifications of the cask 1.

Please replace paragraph [0106] on page 48 with the following rewritten paragraph:

[0106] Figs. 24A to 24D are explanatory views of an example of a combination structure of the first shock absorber blocks. Fig. 25A is an explanatory view of a stress change when the combination structure, in which first shock absorber blocks each having a larger area on a diametral outside are combined, receives the shock load. ~~Fig. 25A and Fig. 25B are explanatory views~~ ~~Fig. 25B is an explanatory view~~ of a stress change when a combination structure, in which first shock absorber blocks each having a smaller area on a diametral outside and the first shock absorber blocks each having a larger area on a diametral outside are combined, receives the shock load.